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CENTRAL INTELLIGENCE AGENCY

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**INFORMATION REPORT**

REPORT

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COUNTRY USSR

DATE DISTR. 4 September 1952

SUBJECT The Chief Directorate of Maritime Construction  
(GlavMorStroy)

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2. The Chief Directorate of Maritime Construction is headed by Tsessarskiy (fnu), Engineer Director General, MF, Third Class. This chief directorate is responsible for all construction and building done for the Ministry of the Merchant Fleet, such as shipyards, harbor facilities, buildings, and housing. GlavMorStroy does not construct directly but operates through a series of regional and local construction companies which are responsible to the ministry in technical matters. According to their size, these companies are called construction trusts (stroytrest), construction administrations (stroy upravleniye), or construction sections (stroy uchastok). A construction trust is a permanent installation; the construction administrations and sections are temporary and may be shifted from job to job. A construction administration may be subordinate to a trust or it may be independent. A large trust generally has about 100 people in its administrative headquarters.

plan of a trust is 50 million rubles it would probably have about four thousand workers.

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3. Altogether there are some 40 construction trusts and administrations under the ministry, and probably more than 100 construction sections. Steamship companies, docks, shipyards, and ship repair yards of the ministry, according to their size and to the extent of the job to be done, use one or another of these construction agencies. These construction agencies are attached to the companies for which they work and subordinate to them for administrative and financial matters, although they continue to receive their technical directives from GlavMorStroy.

4. When a port is to be expanded or reconstructed, the funds are provided by the Chief Directorate of Maritime Enterprises (GlavMorProm)

25X1 [redacted] The particular agency of GlavMorStroy which is doing the actual construction job keeps an account of the expenses incurred for all materials and labor and submits the bill to the port or other organization which ordered the work done. The bill is transmitted to GlavMorProm, which releases the funds for payment.

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5. [redacted]

(a) The Leningrad Construction Trust. Several construction sections are attached to this trust and work for the various shipyards in the Leningrad region. The number of people in these sections depends on the size of the installation to which they are assigned and on the particular task which has been prescribed.

(b) The Riga Construction Trust. There are several construction sections attached to the ports, the ship repair yards, and ship construction yards of this region.

(c) The Odessa Construction Trust is engaged in the reconstruction of ports and harbors in the northern regions of the Black Sea. Its annual production plan usually calls for expenditures in excess of 50 million rubles per year. There are three construction administrations in this area [redacted] the Zhdanov Construction Administration that it is subordinate to the Odessa Trust. The other two are:

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(1) The Sochi Construction Administration, which handles work in the eastern parts of the Black Sea and the reconstruction of the port of Sochi.

(2) The Novorossiysk Construction Administration, which is working on the reconstruction of the port of Novorossiysk, mainly a harbor for the vessels of the Merchant Fleet.

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(d) The Baku Construction Trust. The Astrakhan Construction Administration No 1 is subordinate to this trust [redacted]

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(e) In addition to the groups listed above there are a number of auxiliary enterprises (podsobnyye predpriyatiya) which are engaged in producing the construction machinery needed by the chief directorate. Examples of such groups are a machine shop in Tuapse on the Black Sea, a machine repair shop in Baku, and the Leningrad Wharf.

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